

## IN THE CLAIMS

1. (Previously presented) An aluminium alloy product with high strength and fracture toughness and a good corrosion resistance, said alloy consisting of, in weight %:

Zn	7.2 to 7.43
Mg	1.92 to 2.1
Cu	1.43 to 1.80
Zr	about 0.06 to 0.1
Fe	< about 0.08
Si	< about 0.07
Mn	0.05 to 0.11

and other impurities or incidental elements each < 0.05, total < 0.15, and the balance being aluminium.

2-6. (Cancelled)

7. (Previously presented) Aluminium alloy product according to claim 1, wherein  
Mg 1.92 to 1.95.

8. (Currently amended) Aluminium alloy product according to claim [[5]] 1, wherein  
Mg 1.92 to 1.95  
Cu 1.43 to 1.75.

9-27. (Cancelled)

28. (Previously presented) An aluminium alloy product according to claim 1, said alloy consisting of, in weight %:

Zn	7.2 to 7.43
Mg	1.92 to 2.1
Cu	1.43 to 1.75
Zr	about 0.06 to 0.10

Fe < 0.08  
Si < 0.07  
Mn 0.05 to 0.11  
Ti < 0.05,

and other impurities or incidental elements each <0.05, total <0.15, and the balance being aluminium.

29. (Previously presented) Aluminium alloy product according to claim 1, wherein the product has an EXCO corrosion resistance of "EB" or better.

30. (Previously presented) Aluminium alloy product according to claim 1, wherein the product has an EXCO corrosion resistance of "EA" or better.

31. (Previously presented) Aluminium alloy product according to claim 1, wherein the product is in the form of a sheet, plate, forging or extrusion.

32. (Previously presented) Aluminium alloy product according to claim 1, wherein the product is in the form of a sheet, plate, forging or extrusion as part of an aircraft structural part.

33. (Previously presented) Aluminium alloy product according to claim 1, wherein the product is fuselage sheet, upper wing plate, lower wing plate, thick plate for machined parts, forging or thin sheet for stringers.

34. (Previously presented) Aluminium alloy product according to claim 1, wherein the product has a thickness in the range of 0.7 to 3 inch at its thickest cross sectional point.

35. (Previously presented) Aluminium alloy product according to claim 1, wherein the product has a thickness of less than 1.5 inch.

36. (Previously presented) Aluminium alloy product according to claim 35, wherein

the product has a thickness of less than 1.0 inch.

37. (Previously presented) Aluminium alloy product according to claim 1, wherein the product has a thickness of more than 2.5 inch.

38. (Previously presented) Aluminium alloy product according to claim 37, wherein the product has a thickness in the range of 2.5 to 11 inch.

39. (Previously presented) Aluminium alloy product according to claim 1, which in an extrusion having a thickness in the range of at most 10 mm at its thickest cross sectional point.

40. (Previously presented) Aluminium alloy product according to claim 1, which is an extrusion having a thickness in the range of 2 to 6 inch at its thickest cross sectional point.

41-48. (Cancelled)

49. (Previously presented) Aluminium alloy product according to claim 1, wherein the Mn-content is in the range of 0.09 to 0.11.

50-52. (Cancelled)

53. (Previously presented) Aluminium alloy product according to claim 1, wherein the product is in the form of a sheet or plate.

54. (Previously presented) Aluminium alloy product according to claim 1, wherein the product is in the form of a forging or extrusion.

55. (Previously presented) Aluminium alloy product according to claim 54, wherein the product has a thickness of less than 1.0 inch.

56. (Previously presented) Aluminium alloy product according to claim 54, wherein the product has a thickness of more than 2.5 inch.

57. (Previously presented) Aluminium alloy product according to claim 56, wherein the product has a thickness in the range of 2.5 to 11 inch.

58. (Previously presented) Aluminium alloy product according to claim 54, wherein the product is in the form of a [[sheet, plate,]] forging or extrusion as part of an aircraft structural part.

59. (Previously presented) Aluminium alloy product according to claim 8, wherein the product is fuselage sheet, upper wing plate, lower wing plate, thick plate for machined parts, forging or thin sheet for stringers.

60. (Previously presented) Aluminium alloy product according to claim 8, which in an extrusion having a thickness in the range of at most 10 mm at its thickest cross sectional point.

61. (Previously presented) Aluminium alloy product according to claim 8, which is an extrusion having a thickness in the range of 2 to 6 inch at its thickest cross sectional point.

62. (Previously presented) Aluminium alloy product according to claim 8, wherein the product has an EXCO corrosion resistance of "EB" or better.

63. (Previously presented) Aluminium alloy product according to claim 8, wherein the product has an EXCO corrosion resistance of "EA" or better.

64. (Currently amended) Aluminium alloy product according to claim 1, which is a plate product having a thickness of 2.5 inch or more and exhibiting increased elongation

in the ST-testing direction compared to its AA7050 counterpart.

65. (Previously presented) Aluminium alloy product according to claim 64, which plate product has an elongation in the ST-testing direction of 5% or more.

66. (Previously presented) Aluminium alloy product according to claim 64, which plate product has an elongation in the ST-testing direction of 5.5% or more.

67. (Previously presented) Aluminium alloy product according to claim 1, which is a plate product having a thickness of 2.5 inch or more and exhibiting a fracture toughness K<sub>app</sub> improvement of at least 20% compared to its AA7050 aluminium alloy counterpart in the L-T testing direction at ambient room temperature and when measured at S/4 according to ASTM E561 using 16-inch centre cracked panels.

68. (Previously presented) Aluminium alloy product according to claim 1, which is a plate product having a thickness of 2.5 inch or more and exhibiting a fracture toughness K<sub>app</sub> improvement of at least 20% compared to its AA7050 aluminium alloy counterpart in the L-T testing direction at ambient room temperature and when measured at S/4 according to ASTM E561 using 16-inch centre cracked panels.

69-97. (Cancelled)

98. (Previously presented) An aluminium alloy structural component for a commercial jet aircraft, said structural component made from an aluminium alloy product according to claim 1.

99. (Previously presented) An aluminium alloy structural component for a commercial jet aircraft, said structural component made from an aluminium alloy product according to claim 8.

100. (Cancelled)

101. (Withdrawn) Method of producing a high-strength, high-toughness AA7xxx-series alloy product having a good corrosion resistance, comprising the processing steps of:

- a.) casting an ingot having a composition according to claim 1;
- b.) homogenising and/or pre-heating the ingot after casting;
- c.) hot working the ingot into a pre-worked product by one or more methods selected from the group consisting of: rolling, extruding and forging;
- d.) optionally reheating the pre-worked product and either,
- e.) hot working and/or cold working to a desired workpiece form;
- f.) solution heat treating said formed workpiece at a temperature and time sufficient to place into solid solution essentially all soluble constituents in the alloy;
- g.) quenching the solution heat treated workpiece by one of spray quenching or immersion quenching in water or other quenching media;
- h.) optionally stretching or compressing of the quenched workpiece;
- i.) artificially ageing the quenched and optionally stretched or compressed workpiece to achieve a desired temper.

102. (Withdrawn) Method according to claim 101, wherein during processing step i.) the alloy product is artificially aged to a temper selected from the group consisting of T6, T74, T76, T751, T7451, T7651, T77 and T79.

103. (Withdrawn) Method according to claim 101, wherein during processing step h.) the alloy product has been stretched in a range at most 8%.

104. (Withdrawn) Method according to claim 101, wherein during processing step b.) the ingot has been homogenised at a temperature in the range of 460 to 490°C.

105. (Withdrawn) Method according to claim 101, wherein the alloy product has been processed to fuselage sheet.

106. (Withdrawn) Method according to claim 105, wherein the alloy product has been processed to fuselage sheet having a thickness of less than 1.5 inch.

107. (Withdrawn) Method according to claim 101, wherein the alloy product has been processed to lower wing plate.

108. (Withdrawn) Method according to claim 101, wherein the alloy product has been processed to upper wing plate.

109. (Withdrawn) Method according to claim 101, wherein the alloy product has been processed to an extruded product.

110. (Withdrawn) Method according to claim 101, wherein the alloy product has been processed to a forged product.

111. (Withdrawn) Method according to claim 101, wherein the alloy product has been processed to a thin plate having a thickness in the range of 0.7 to 3 inch.

112. (Withdrawn) Method according to claim 101, wherein the alloy product has been processed to a thick plate having a thickness at most 11 inch.

113. (Withdrawn) Method of producing a high-strength, high-toughness AA7xxx-series alloy product having a good corrosion resistance, comprising the processing steps of:

- a.) casting an ingot having a composition according to claim 68;
- b.) homogenising and/or pre-heating the ingot after casting;
- c.) hot working the ingot into a pre-worked product by one or more methods selected from the group consisting of: rolling, extruding and forging;
- d.) optionally reheating the pre-worked product and either,
- e.) hot working and/or cold working to a desired workpiece form;
- f.) solution heat treating said formed workpiece at a temperature and time sufficient to place into solid solution essentially all soluble constituents in the

alloy;

g.) quenching the solution heat treated workpiece by one of spray quenching or immersion quenching in water or other quenching media;

h.) optionally stretching or compressing of the quenched workpiece;

i.) artificially ageing the quenched and optionally stretched or compressed workpiece to achieve a desired temper.

114. (Withdrawn) Method according to claim 113, wherein during processing step i.) the alloy product is artificially aged to a temper selected from the group consisting of T6, T74, T76, T751, T7451, T7651, T77 and T79.

115. (Withdrawn) Method according to claim 113, wherein during processing step h.) the alloy product has been stretched in a range to at most 8%.

116. (Withdrawn) Method according to claim 113, wherein during processing step b.) the ingot has been homogenised at a temperature in the range of 460 to 490°C.

117. (Withdrawn) Method according to claim 113, wherein the alloy product has been processed to fuselage sheet.

118. (Withdrawn) Method according to claim 113, wherein the alloy product has been processed to fuselage sheet having a thickness of less than 1.5 inch.

119. (Withdrawn) Method according to claim 113, wherein the alloy product has been processed to lower wing plate.

120. (Withdrawn) Method according to claim 113, wherein the alloy product has been processed to upper wing plate.

121. (Withdrawn) Method according to claim 113, wherein the alloy product has been processed to an extruded product.



122. (Withdrawn) Method according to claim 113, wherein the alloy product has been processed to a forged product.

123. (Withdrawn) Method according to claim 113, wherein the alloy product has been processed to a thin plate having a thickness in the range of 0.7 to 3 inch.

124. (Withdrawn) Method according to claim 113, wherein the alloy product has been processed to a thick plate having a thickness of at most 11 inches.

125-129. (Cancelled)